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earliest discoveries down to the treaty of 1846. Special attention, however, is given to the period of joint occupation. An informing chapter is devoted to the development of the first transcontinental wagon-road, revealing a most intimate familiarity with the geography of the Rocky Mountains but omitting a much needed map. Perhaps the most valuable chapter of the book is the one which relates to the attitude, information, and action of the United States government in regard to the Old Oregon Territory. Of particular interest to the special student are the documentary sources reproduced, many of them difficult of access and a considerable number, notably letters of Marcus Whitman, never before published.

As to style, the work is marred by a polemical tone which detracts from the weight which the author's knowledge and essential fairness should carry. Foot-notes are lacking but textual citations are abundant. An unusually full index is provided.

The following typographical errors are to be noted: in volume I., page 70, *Missionary Herald* is made to read *Missouri Herald*—a mistake repeated on page 80. The name of Professor Schafer, volume I., page 97, appears as "Shafer". The first paragraph of the introduction calls for an appendix which has been omitted without explanatory footnote.

The posthumous publication of this work is due to Mr. Clarence B. Bagley of Seattle. Although belated until the controversy has in the main subsided, it constitutes a most important addition to the Whitman literature. The author has probably underestimated the character of Whitman but he has furnished ample proof of the contention that Whitman did not save Oregon.

CHARLES W. SMITH.

A Journey from Prince of Wales's Fort in Hudson's Bay to the Northern Ocean, in the Years 1769, 1770, 1771, and 1772. By SAMUEL HEARNE. New edition, with introduction, notes, and illustrations, by J. B. TYRRELL, M.A. (Toronto: The Champlain Society. 1911. Pp. xiv, 437.)

It is gratifying to record the reproduction of this almost classic work of travel in such a creditable form, with its welcome illustrative wealth of additional maps, notes, and photogravures.

A Hudson Bay factor, Hearne's journey, in part commercial, was ordered by that company to ascertain the resources of the country, its facilities for trade, the extent of copper deposits, and the possibility of a northwest passage. Two failures, herein recorded, only urged Hearne to his final success.

The third time, starting December 7, 1770, from Fort Prince of Wales, with Chipewyans under Chief Matonabee, the party was soon in an unknown country. Living precariously on game, they were soon

reduced to distress by failing supplies, and for three days, including Christmas as is ruefully remarked, they were without any food, while dragging heavy loads and subjected to extreme cold.

Occasionally obtaining game, and savage-like alternately feasting and fasting, they reached, on April 8, 1771, a lake in 61° N., 107° W., where in ten days ample fish and meat were secured. Going due north they made at Clinton-Golden Lake their arrangements for the final journey. Leaving inactive members in camp, with a large band of northern Indians taking the war-path, they moved northwards on May 31. Meeting a party of Copper Indians at Antessy River, they there tarried for rest and game from June 22 to July 2. Reaching and crossing the Coppermine twelve days later, they followed the river northward and on the 17th of July, despite Hearne's remonstrances, massacred many peaceful Eskimo. Before returning southward, Hearne was able to roughly survey the Coppermine to its mouth on July 18, 1771. A visit to the so-called mine disclosed native copper in small quantities only.

The physical hardships of Hearne were excruciating, for he says of his festered, swollen legs and feet that the hard travel "irritated the raw parts so much that for a whole day I left the print of my feet in blood almost every step I took".

His return journey entailed a long detour, via Great Slave Lake, and the passing of a second winter of hardship and semi-starvation with his wandering band of Indians. The journeys of two thousand miles or more entailed absence for nearly nineteen months, under conditions of discomfort, hardships, and danger incident to a roaming life with intractable savages in the barren lands and adjacent regions.

By this remarkable journey Hearne added some 30,000 square miles to the known area of Hudson Bay Territory, disproved the myth of a western passage, and reached the northern ocean—the first point on the coast of North America. Of unusual value is his contribution of a wonderful fund of definite knowledge regarding the fauna and flora of the country, and especially his clear and graphic description of the northern Indians—the best original extant account of their characteristics, customs, and methods of life.

The interesting notes of Mr. J. B. Tyrrell on geography, and of Mr. E. A. Preble on biology, elucidate unobtrusively the text of Hearne.

It is surprising that so well-edited a volume should be defective in its bibliography. The author may not have considered as pertinent the voyages of Chappell and McKeevor to Hudson Bay, but for comparison the ethnographic notes are certainly valuable in the English works of Ballantyne and McLean, Hudson Bay factors, as also Delessert's *Les Indiens de la Baie d'Hudson* (Paris, 1861). Especially unfortunate is the omission of the following editions of Hearne: French, Paris, 1798; Dutch, two volumes, Hague, 1798; and German, Berlin, Voss, 1794; Renger, 1796, 1798. Such blemishes are however of slight import.

A. W. GREELY.